

25X1A

☐ 2812-63
Copy 8 of 8

12 June 1963

MEMORANDUM FOR : AFIGO-S
Headquarters USAF

ATTENTION : Colonel Hauser Wilson

SUBJECT : High Intensity Aircraft Flight System for Possible Use
in KC-135 Aircraft

25X1A 1. In connection with our telephone conversation on 11 June, I am
25X1A sending you a copy of the proposal sent to me by ☐ under cover of
25X1A 28 May 1963. We have worked with ☐ for some time on his airborne
25X1A lighting system, beginning with an installation made earlier this year on a
25X1A Cessna-180 aircraft in use at ☐ It was this original installation which
inspired ☐ to make a recommendation to us that the ☐ system be adapted for the KC-135 tankers.

25X1A 2. In discussing the requirement with ☐, which precipitated the
25X1A proposal of 28 May, I told him only that there might be an experimental appli-
cation of his system to a KC-135 aircraft performing special tests in the near
future. He does recognize the requirement to stem from air refueling. I
should note that we have had a clearance obtained on ☐ although we have
not undertaken to brief him on any of our Programs, feeling that the need did
not yet exist. He is a former SAC photographic officer and appears to connect
our requirements with some aspect of Air Force Special Projects, probably
centering around ☐ In addition to the Cessna-
180 application, we have ordered similar condenser/discharge lighting systems
for our constellation aircraft in the ☐

25X1A 3. Early in the game I took the trouble of investigating ☐ system
25X1A from a technical standpoint with Mr. George Prill and Mr. George Moore,
25X1A Chief and Deputy Chief respectively of FAA Flight Standards. I was told by
25X1A them that the ☐ system they regard as an exceptionally fine one and a

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25X1A leader in its relatively small field and added that [] development is
25X1A wholly consistent with current and anticipated FAA rule-making in the field
25X1A of anti-collision lighting systems. They were reluctant, of course, to be
25X1A quoted as being in favor of [] under the theory that this would put FAA
25X1A in the position of endorsing a single manufacturer, which is contrary to
25X1A their policy. One of the most attractive features of [] system is its
25X1A exceptionally modest price and the vigor with which he pursues his delivery
25X1A schedule. The [] system is patented in his name, but is currently
25X1A manufactured by [] who capitalized []
25X1A initially. Over and beyond his airborne system, we have also recently pro-
25X1A cured several sets of his high intensity landing light system, one of which is
25X1A being installed at [] for low visibility landing conditions. []
25X1A immediate research leading to his proposal was undertaken after he had studied
25X1A commercial versions of the Boeing 707 aircraft. He has not inspected KC-135
25X1A aircraft but claims the installation is so similar that the difference is virtually
25X1A negative. Power requirements, you will see, are extremely minimal.

4. I would appreciate it if you would be good enough to place this
proposal, together with our endorsement of the [] system, before
interested parties in AMC and SAC. We are, of course, keenly interested in
obtaining permission for at least a single pilot installation in a KC-135 so that
we can make some tests during actual airborne rendezvous. Please be good
enough to keep me posted on your findings.

FOR THE DEPUTY DIRECTOR (RESEARCH)

By: (Signed, [])

JAMES A. CUNNINGHAM, JR.

Attachment
Proposal

Distribution:

25X1 1, 2 - AFIGO-S, w/att
3 - DAD/OSA, w/o att
4 - AD/OSA, w/o att
5 - D/FA/OSA, w/o att
6 - D/TECH/OSA, w/o att
7 - [] w/o att
8 - RB/OSA, w/oatt
AAD/OSA:JACunningham, Jr. /mm

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